

In the Claims:

Please amend claims 1-15. Please add claim 16.

1. (Currently Amended) A motor vehicle assembly having an internal combustion engine, an exhaust gas treatment system associated with it, and a fuel cell system, characterized in that the fuel cell system (4) is thermally coupled to the internal combustion engine (7) and/or the exhaust gas treatment system (3).
2. (Currently Amended) A motor vehicle assembly as specified in claim 1, wherein the fuel cell system (4) is thermally coupled to the an intake area of the internal combustion engine (2), the air intake area (5) in particular, and/or the an engine coolant circuit (39) of the internal combustion engine.
3. (Currently Amended) A motor vehicle assembly as specified in one of the preceding claims claim 1, wherein the fuel cell system (4) is thermally coupled to an exhaust gas return line (35) of the internal combustion engine (2).
4. (Currently Amended) A motor vehicle assembly as specified in one of the preceding claims claim 3, wherein the exhaust gas return line (35) is an internal exhaust gas return line of the internal combustion engine (2).
5. (Currently Amended) A motor vehicle assembly as specified in one of the preceding claims claim 1, wherein the thermal coupling is designed so that it may be engaged and disengaged.
6. (Currently Amended) A motor vehicle assembly as specified in one of the preceding claims claim 1, wherein the thermal coupling is available only during the cold start phase of the internal combustion engine (2) or the cold start phase of the exhaust gas treatment system (3).
7. (Currently Amended) A motor vehicle assembly as specified in one of the preceding claims claim 1, wherein the thermal coupling is effected by way of at least one medium.

8. (Currently Amended) A motor vehicle assembly as specified in ~~one of the preceding claims~~ claim 7, wherein the medium is at least one gas, at least one liquid, and/or at least one solid.
9. (Currently Amended) A motor vehicle assembly as specified in ~~one of the preceding claims~~ claim 1, wherein the thermal coupling is effected by a system of comprising at least one heat exchanger (37, 38).
10. (Currently Amended) A motor vehicle assembly as specified in ~~one of the preceding claims~~ claim 1, wherein the fuel cell system (4) has a heat dissipation system (26) and wherein the thermal coupling is connected to the heat dissipation system (26), preferably by way of at least one branch line (23).
11. (Currently Amended) A motor vehicle assembly as specified in ~~one of the preceding claims~~ claim 10, wherein the heat dissipation system (26) of the fuel cell system (4) conducts a hot medium, wherein the hot medium is coupled to the an air intake area (5), the an exhaust gas return line (35), and/or the an exhaust gas treatment system (3) or is delivered to at least one of the systems specified in the foregoing.
12. (Currently Amended) A motor vehicle assembly as specified in ~~one of the preceding claims~~ claim 10, wherein the heat dissipation system (26) is in the form of a coolant circuit (36) and wherein the coolant circuit (36) and the engine coolant circuit (39) have a common coolant circuit (40).
13. (Currently Amended) A motor vehicle assembly as specified in ~~one of the preceding claims~~ claim 10, wherein there is associated with the heat dissipation system (26) at least one reformer (14), at least one gas cleaning system (15), and/or at least one fuel cell (16).
14. (Currently Amended) A motor vehicle assembly as specified in ~~one of the preceding claims~~ claim 1, characterized by a control unit (29) which covers the cold start phase and which engages the thermal coupling when the cold start phase is present.

15. (Currently Amended) A motor vehicle assembly as specified in ~~one of the preceding claims~~ claim 14, wherein the thermal coupling is disengaged by ~~system~~ of the control unit (29) when the cold start phase is not present.

16. (New) A motor vehicle assembly as specified in claim 2, wherein the intake area is an air intake area.